

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IN RE: KITTERY - U.S. ROUTE 1 IMPROVEMENTS
PIN 011584.00

Public Meeting at the TRAP ACADEMY SCHOOL CAFETERIA

Reported by Ronald G. Veno, a Notary Public in and
for the State of Maine, on November 21, 2006, at the
Traip Academy School Cafeteria, Kittery, Maine,
commencing at 6:00 p.m.

FOR THE DEPARTMENT: Joel Kittredge
Ernie Martin
Luther Yonce
Bob Carrell
Randy Dunton

COPY

TRANSCRIPT OF PROCEEDINGS

MR. KITTREDGE: Well, good evening. I'd
like to welcome you here. My name is Joel
Kittredge, I'm Project Manager for this Kittery
project, Route 1 from the intersection to the
traffic circle here. I'm here to discuss with
you tonight a couple different projects. The
intersection is one project itself and Route 1
portion is another project. That's why we're
here tonight, to discuss two projects.

The Route 1 project itself, not including
the intersection is going to break down and talk
about Gourmet Alley section first, this first
section. And then we'll talk about the
remainder of Route 1.

We have some presenters here tonight, I
need to do some introductions and talk about the
presenters. Tom Peinauer, tax representative,
Tom. He's going to be making a short
presentation, talk about this project, where it
came from, what the money situation is and why
we're doing this project.

Randy Dunton is our MDOT traffic
engineer. Randy is going to walk through -- up
to this point there's been a lot of discussion

about the speed, speed zone, speeds that people
are driving at, what speeds they should be
driving at. Randy's done a lot of research and
we have our recommendations that we're going to
present tonight which is departments position.

Bob Carrell, our Project Designer, to my
left. He's going to be doing the technical
presentation of first Gourmet Alley portion in
this first forty-five minutes, and then he will
be talking about the project globally, for the
remainder.

We have Bob Metcalf from Mitchell and
Associates. He's the landscape architect
provided by the city to come up with a town
field, vision field for this Town of Kittery and
in the vicinity of this project. Those are the
people that are going to be presenting.

Couple other introductions tonight.
Ernie Martin, gentleman up back there in the
white shirt, Ernie is going to be the project
manager from here on out. I'm here to -- I'm
here -- I took over for George, I don't know who
was here back in May when we were here the first
time. George was leading the effort. Mini --
George and Mini have moved on. I've been

working on it since May with Bob and a lot of
other people. It's time for me to move on, but
tonight when I walk out of here, when we walk
out of here, we will have reached a milestone
which is our blank plan meeting which will allow
us to move forward into final design. So Ernie
Martin will be your point of contact for any and
all project issues. I'm sure he has some cards
if you'd like one.

Another very important player here in the
project for the MDOT is Luther Yonce, the
gentleman out back. Luther is our senior
property officer, real estate section. Luther
is involved in all the acquisitions, appraisals,
negotiations -- not in that order -- that we
encounter in a project of this nature.

Ron Veno is here. He is our court
reporter. He's taking all the minutes of this
meeting. Ron's got a real important job. He
captures everything that's said, and what you
say and what we say becomes a matter of public
record.

And I'd like to take this opportunity --
any other state or local officials that I'd like
to welcome tonight? Any elected officials?

1 Yes, sir.

2 AUDIENCE MEMBER: Peter Bowman, State
3 Senator-elect. I haven't yet been sworn in.

4 MR. KITTRIDGE: Thank you, senator.
5 Welcome. Let's talk about a couple of
6 housekeeping things here. There is a sign-in
7 sheet. If you have not already, would you
8 please make sure that you please sign in.

9 There were notifications that went out to
10 the newspaper, I think one out with the
11 Portsmouth Wire and, I'm not sure what other
12 paper is published here. This is the notice.
13 Land owners and abutters must have gotten a
14 letter with this. If you need some more, we
15 have plenty and we'll pass them out. These were
16 sent, like I said, to local officials, abutters
17 and county commissioners, and senator, were you
18 on the list?

19 AUDIENCE MEMBER: I think, so, yes.

20 MR. KITTRIDGE: Great. One other thing
21 here, we have customer comment cards. At any
22 time you're welcome to take one of these. It's
23 pretty self-explanatory. You fill it out, put
24 your name or phone number, can either put your
25 comment or question on there, and if you want a

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1 representative to contact you, if you said yes,
2 checked yes, or you say no, that's okay. It
3 does not go into the paper shredder. We
4 actually do follow up and make the calls. The
5 first meeting that we had in May, I think I had
6 almost twenty cards and there were several that
7 requested further contact and I did contact
8 those folks. Can everybody hear me?

9 AUDIENCE MEMBER: No.

10 MR. KITTRIDGE: Is that better?

11 AUDIENCE MEMBER: There you go.

12 MR. KITTRIDGE: Does anybody want me to
13 back up? So the agenda for tonight, how tonight
14 will work. If you saw in the paper the ad that
15 was here, we basically said from 6 o'clock to
16 6:45 that we were going to talk about the
17 Gourmet Alley portion. In May we had what we
18 call a blank plan public meeting. May 31st, I
19 think. We all touched down here, the MDOT folks
20 came down, I think we had aerials that we put up
21 there. I think Mimi Cerverny, a lot of you
22 folks probably know her or met her. She had
23 worked with some of the abutters and land owners
24 to try and preempt some of the issues that might
25 arise out of a project of this nature as it

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1 comes through a neighborhood like this. So
2 there was a lot of discussion with abutters and
3 land owners that happened before we even came to
4 town the talk about the project.

5 We came to that meeting that night and,
6 you know, she had been meeting with the Gourmet
7 Alley people there, and that first meeting was
8 really -- the focus of that meeting was really
9 about Gourmet Alley issues. Some of the debate
10 about, you know, what we were proposing, pros
11 and cons and how business is conducted, egress
12 and ingress of traffic, things of that nature.
13 We didn't really get a chance to talk about a
14 lot of the other remaining eight tenths of a
15 mile of the project.

16 When we came out of that meeting on the
17 31st, again, there was like I say a lot of
18 debate around what was the right thing to do
19 with Gourmet Alley, and we committed to the --
20 the DOT committed to having a workshop meeting
21 with a local focus group of abutters and
22 business owners, representative cross section of
23 the public in this vicinity to work out what it
24 is that we can do to make this a more palatable,
25 workable solution for everybody involved.

7

1 In August, Bob Carrell, myself and John
2 Carter, Tom Reinauer, Jim Spencer, Tom Roberts,
3 Kevin Cambridge and a lot of other people met in
4 what we called a workshop for the Gourmet Alley
5 portion of the project. We have that focal
6 group because that seemed to be the biggest
7 contentious area so that was our workshop, and
8 we went through an iteration with them, laid it
9 all out on the table. These were our concerns,
10 we had their concerns, we went back to the
11 office and put no small effort into addressing
12 those concerns trying to make things work in
13 places that we could.

14 We also at the meeting back in May had
15 committed to working with a larger focus group,
16 a cross section more than just the people
17 specific to Gourmet Alley, and that brings us to
18 this meeting tonight. For all the other land
19 owners and abutters on this project that have
20 comments and questions that they'd like to bring
21 forth for the public record and things that we
22 would consider, have to be considered and made
23 aware of as we develop this project. So again
24 we're here tonight for this two tier meeting.

25 Tier one which is now until 6:45, we're

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going to talk about the Gourmet Alley portion. We'll go through a project history, overview. Tom Reinauer will give us just a little background, Randy will be making a quick presentation on the traffic speed and design. Bob will walk through the technical portion of the project specifically in Gourmet Alley, and then Bob Metcalf, our design consultant for the town is going to walk through the generic global landscaping town vision component of this project. Then at the end there, we will be here to take comments, to hear comments that are in reference to the Gourmet Alley section property.

At 7 o'clock, we'll take a break, hopefully we'll have a couple minutes to take a break. At 7 o'clock, we will focus the remainder of that time to the intersection portion and the other Route 1 portion. So with that, to move things forward, I turn it over to Tom Reinauer.

MR. REINAUER: Joel and Ernie had asked me to just give a really few minutes on the background of where the project came from, how the funding works, so I'll do that. I'm the Transportation Director, Southern Maine Regional

9

latest estimate in the committee's fiscal year, 2008/2009 allocation, was released to them -- release -- the information was released to them last month or the month before, so they met to approve that allocation to complete funding for this project, and also in addition to that, set aside six hundred thousand and change for -- kind of in reserve in case the bids come back for this project a little bit over than the two point eight million. Hopefully they won't but prices and other materials in the last years have been skyrocketing and they want to make sure that there was enough money available to fund the project.

So that's the background, basically a list that the group has been working off for a number of years, and this is the third on that list. It's been kind of funded in succession over the past six years of refunding cycles. So that's kind of the background of the project as well. That's it for me.

I will mention that the committee, what they also did was approve some planning funds to hire Mitchell Associates to work in some landscape design aspects of the project. So the

11

Planning Commission, and one of the things we do is staff what we call the Metropolitan Planning Organization. In this case the Kittery area, MPO as it's called.

It's made up of municipal members, DOT is a member, Maine Turnpike Authority, public transportation agencies, and in a nutshell the committee receives an allocation every two years of federal funding which in some cases is matched with local funding for the municipality, and at that point, the committee decides where the funding is going to be spent, not only on the roads but public transportation. So they've been working off a list to fund projects. Some of the ones that have come before this project on the list, lower Main Street in South Berwick. The other one is Route 103 reconstruct and the downtown portion of Elliot. That was a most recent one. And this one has actually received as of a couple of weeks ago three separate funding cycles because it's a little bit more expensive than the other projects were.

As far as the overall costs, there were -- cost estimate for this project at this point is two point eight eight million. The

10

idea is to work those design aspects into the design. Once the design gets a little bit more formalized, we'll start getting into some design aspects of things that we want worked in outside the funding for the project, and we're hoping to get some grant funding and maybe some federal funding in the future to keep those as part of the project, too, because the committee understood that it was an extensive area and wanted to put that extra effort in to make sure that the design works with the area.

And I think we've also tried to do that. As Joel mentioned, some extensive meetings, lot of conference calls, lot of give and take as far as the design has gone in the past six or eight months, I wanted to mention that as well. It's been a challenge every foot, so with that I'll -- I don't know who's next. Thanks.

MR. DUNTON: Good evening everyone. My name is Randy Dunton, Southern Region Traffic Engineer for the Maine Department of Transportation.

If some of you were at the previous meeting, you are aware that the speed limit in this section was an issue. Since that time, the

12

town did request a speed limit review be done. We did do that. Part of the things that were considered in that review were things like the number of intersections, the eighty-fifth percentile, number of businesses, crash history engineering judgment. I myself drove the road several times at different speeds.

As a result of that review, the approximately point six miles of the 35 mile per hour speed limit was changed to 25 miles per hour. That's approximately from as you see the railroad up here, to the Maine/New Hampshire border. Part of that was already 25, we extended that 25 up to include again that intersection approximately by the railroad. Now that's under existing conditions.

As this project moves forward and as its completed, obviously we'll do another review to see if it should be changed in any way as a result of the new construction and the new development. And that's pretty much it. I'm going to turn it over to Bob who's the designer.

MR. CARRELL: The project as you know runs from approximately Love Lane north to the rotary. It's what we call -- I call a semi

13

the Gourmet Alley.

We're showing proposed alignment, twelve foot travel lanes and six foot shoulders. And the proposed curb and proposed sidewalk on the right hand side of the road only.

Not showing on the rest of the project are the entrances and drives, the limits of construction or any landscaping that will be done. That will be shown on the future -- when we come to the final plan, that will be shown.

Since the May 31st meeting, we have been doing work on different things. We've reevaluated the alignments. We've done -- we've checked different alternatives for access control in the area of Gourmet Alley to facilitate entry and to allow some room for parking. We've got the survey on the intersection part of the project. We've gotten wetland information. We've got crash data updated and our traffic data updated.

The roadway is in poor condition and there are areas of -- that there's a concrete core in the roadway and that's being undermined in places which could lead to a serious structural failure, and that definitely has to

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blank drawing because we have done some development in the area of Gourmet Alley but the rest of the project has really not been developed fully at this point. So we really want to get some comment on the rest of the project as well as the intersection area.

The scale of the drawing is one inch equals twenty-five feet on the ground, and we have shown the roadway views via aerial photograph of the area which helps to put things in context, but it obscures some detail of the survey topo, but if you look really closely, you can see it.

The heavy yellow line in the center of the road is the center line, proposed center line of the roadway. The heavier blue lines represent the proposed granite curbing for the project. There is a dashed red line on each side of the roadway which represents existing right-of-way.

Existing features shown of course are buildings, trees, shrubs, edge of pavement, existing poles, sewer lines, water lines, existing drainage features and existing entrances and proposed features in the area of

14

be fixed and addressed.

There are safety issues. The shoulder is gravel, poorly defined, and unsafe. There is a lack of access control. With the traffic volumes, that also is a safety issue, and there's a lack of safety pedestrian conduit.

In 2005, there were nine thousand eight hundred and thirty cars on this stretch of Route 1 and projected in 2027 for twelve thousand forty cars. That's a twenty-two percent increase.

The most recent accident data that we had that has been updated in the period January 2003 to December 2005, there were twenty-one accidents with a critical rate factor of point forty-one. Anything less than 1 is not considered to be a high accident location.

It's classified as a national highway which is a part of the strategic highway network. Standards that apply on a road of this classification would be ASHTO standards, and we have to get federal highway approval for design inceptions.

It's also classified as an urban principle arterial, and that means that

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functionally one of its primary purposes is mobility. Randy just talked about the speed but I might just say that again, in keeping with the mobility functional class of the roadway, there's a certain requirement for certain speed, and if you slow the speed down too much, you get increased congestion. Increased congestion means it's even harder for people to pull out into traffic. It also means more pollution because you will have more people bunched up idling so that would not be a good thing, either.

There are several different concerns and interests in this project. We have the concerns of the abutters of the project, obviously that would be a big concern. The town has interested concerns. The traveling public at large. Federal government, state interests. Pedestrian interests, bicycle interests, utility concerns, all these people have -- and aspects of the project have legitimate concerns.

We reviewed the preliminary public meeting minutes that were taken down on the May 31st meeting, and we also reviewed all the comments from the comment cards that were

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primary functional purpose is for mobility. Again, there are increasing traffic volumes. For safety needs, we are improving the sight distance, we are creating access control which is required on a mobility arterial with granite curb, and curb openings and people entrances. We're providing separation of parking and traffic which would also attack safety.

We -- at this point, we are leaning towards eliminating the guardrail if possible because that would be -- that would also improve safety and lower maintenance costs. We are not entirely certain that we're going to be able to do that at this point in time even though that's what we'd like to do. We're going to provide a well defined, paved shoulder which should also benefit safety, and there will be new striping, pavement markings which will help.

There's an entrance right at the rotary which has had a history of accidents that we are proposing to close which will help with safety, and we'll be providing wheelchair ramps and truncated curbs at the walkway entrances.

Parking needs. On street parallel parking requires at minimum ten feet. Twelve

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collected, and they show that there are some conflicting interests on the part of the public.

Just for example, there was the desire to minimize impacts, minimize tree removal, property tax, have narrower roadway so that pedestrians could more easily cross the roadway. Then on the other hand, we heard a desire for on-street parking which means a much wider shoulder which would be more impacts to abutting properties. We heard the need for a safe pedestrian walkway but then we also heard that there were some that did not feel -- did not seem to think there was a need for a sidewalk. We heard eliminate guardrail, flatten slopes, and then we heard don't eliminate guardrail, save the wetlands. We heard that there was a strong desire for a beautiful community feel to the roadway, and we've also heard that parking is more important than anything else on the project. I'm not trying to -- all I'm trying to say is that these are all legitimate concerns and desires and somehow we have to balance them.

As far as mobility needs are concerned, as I mentioned, it's an S2W highway, national highway, federal standards that apply, and its

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feet is desirable. That would be a big expansion over the six foot shoulder that we're proposing now and would mean a lot greater property impacts to trees and people's entrances. Parallel parking impedes mobility and it is discouraged on principle arterials although in some cases it is allowed. There is no real increase in parking in front of Golden Harvest by having on-street parallel parking because you have to have setbacks for any entrances. We are not -- we are not affecting the parking at Beach Fea and all and any impact to Terra Cotta is minimal.

We are reducing -- we are having an island in between two forty-two foot openings which are the maximum allowable curb cuts for traffic. So basically it's very, very minimal impact to Terra Cotta at all.

Pedestrian. We are proposing a sidewalk on the right hand side of the road which is at the town's request to be a five foot wide sidewalk --

AUDIENCE MEMBER: Which side is the right hand side?

MR. CARRELL: I'm sorry, as you're

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1 heading north, the left hand side of the road.
2 The town requested that and it's our sense that
3 most abutters seem to feel there is a need for
4 safe pedestrian walkway.

5 For bicycle concerns, we are providing a
6 six foot paved shoulder, and that more than
7 exceeds the minimum requirement for sidewalk
8 passage -- I mean bicycle passage.

9 As far as appearance of the roadway, the
10 town as has been mentioned, has people working
11 on landscaping ideas and DOT is going to work in
12 cooperation with the town landscaper, and I
13 would add that granite curbing is more expensive
14 than bituminous curbing but it will be more
15 durable and will be more attractive for longer
16 than bituminous curbing would be.

17 As far as structural needs for the road
18 go, we're going to be excavating the existing
19 concrete slab and putting new gravel base and
20 pavement down and new drainage improvements. So
21 we do have some constraints. The constraints we
22 have are location of the buildings relative to
23 the road, and the size and location and shape of
24 those buildings and the lots that they're on,
25 limited financial resources, the safety

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1 this point in time, we're just starting it, we
2 just got survey, we're still in the information
3 collection stage. We do know that it is a high
4 accident location. In the three year period,
5 there were twenty-eight crashes. The critical
6 rate factor one point seven nine which is well
7 above the threshold to classify as a high
8 accident location, so it is a traffic safety
9 project. And we're -- at this point -- I can't
10 say a lot about it because I don't know a lot
11 about it. We're still studying it. The traffic
12 volumes there are similar to the rest of
13 Route 1, and they also are projected to increase
14 roughly twenty percent in the next twenty years.

15 Now, to talk more specifically about
16 Gourmet Alley. In August when we met with the
17 Gourmet Alley folks, we took down a list of
18 things that we were requested to look at or to
19 try, and I'm just going to go down through that
20 list.

21 We were asked to try a three foot wide
22 island at Golden Harvest. They felt that was
23 more important than having a walkway in front of
24 their store there, and so we did that. We
25 provided a three foot island. Islands are

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1 standards that we must meet and federal pool we
2 must have. There are environmental issues and
3 there's also underground utilities that we have
4 to accommodate. So we are trying to balance all
5 these and it means some flexing in areas.

6 Some areas of flexibility, we've already
7 gotten design exception to use a six foot
8 shoulder. This classification of roadway with
9 traffic volumes would typically require an eight
10 foot shoulder but because of impacts, we've
11 narrowed it to a six foot shoulder.

12 There is potential for landscaping.
13 Landscaping besides beautifying could also have
14 a slight potential traffic calming effect. We
15 are allowing parking in our right-of-way behind
16 the barrier as long as we have access control
17 for safety purposes.

18 There's -- the town requested a crosswalk
19 and you probably can't see it from where you're
20 sitting but there's a crosswalk in an area of
21 Terra Cotta Pasta and Beach Tea Bakery and we're
22 using a three foot island instead of a five foot
23 island.

24 I'm going to briefly mention -- we don't
25 know a lot about this intersection project at

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1 needed to separate parking from roadway for
2 safety. As it is now, cars -- and I've seen
3 them, they back out -- many of them, maybe not
4 all but many of them back right out into the
5 roadway to get out of there, and with the
6 traffic volumes and the classification of
7 roadway, that's a hazardous thing. We would
8 probably prefer a five foot island but a three
9 foot island we feel would work to do the job of
10 separation there. It would allow a little more
11 room for cars that want to pull in.

12 Cars can pull in at the northerly
13 entrance and park parallel in front of the
14 Golden Harvest. We don't have parallel parking
15 shown on this aerial photo but what you're
16 seeing of cars there now is what's there today.
17 But then they can move -- when they pull out,
18 they can pull out this way, come up around and
19 exit here with a fairly wide exit. And they can
20 also enter here.

21 AUDIENCE MEMBER: Can we ask along the
22 way or wait until --

23 MR. CARRELL: It might be best to wait
24 until the end, you think, Joel?

25 MR. KITTREDGE: Yes.

24

MR. CAPRELL: Hold that thought. Another thing that we were asked to do is shift the entrance here closer to the Golden Harvest to allow for more parking over here. We did shift it slightly. If we shift it too much, then we will ruin or we will ruin the opportunity for parallel parking here, for people to get out and exit. And the amount of parking that would be gained over here would be very minimal. So we did shift it slightly but we need a certain amount of entrance here to allow large tractor trailer trucks to make deliveries to the store.

We were asked to try diagonal parking. We tried diagonal parking for two directions, both angled north and angled south. Thirty degree parallel parking does not gain you many more parking spots than parallel parking would, maybe one or two, and if a car is traveling north on Route 1 and wants to turn in here, there isn't enough clearance for their turning radius to be able to clear the parallel parked vehicles.

Going the other way would require having the exit to the north and that exit would be in conflict with the exit from the next door Beach

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they cannot -- a car cannot exit -- make the turn on to Route 1 heading south without encroaching entirely within the adjoining lane, the opposite lane, which would create a head-on effect hazard. We made sketches, we used turning templates, we tried all these movements out to see what would work and what wouldn't.

We were also asked to look at maybe putting a couple parking spots behind the curb in front of Beach Pea. We did look at that but it seemed to be -- there again, to have movement hazards to being able to make the turns from those positions being so close to the road, to be able to make geometric circular turns into the roadway without encroaching on the opposing lane.

We were asked not to encroach around Beach Pea but we felt we needed to do that in order to allow for a town requested crosswalk there so that there would be a safe landing for somebody crossing the road, they would have a refuge to land on. At Terra Cotta Pasta, we had originally an eighteen foot long island, and by lowering the level of the curb from what we normally would install, we're able to maintain

27

Pea parking which exits here, so you have two exits side by side. That could create a hazard from driver expectation and also from a vehicle that wants to turn left and another vehicle wanting to turn right. There is no traffic control there. So that would be a hazardous situation. Anything other than thirty degree parking absolutely would not fit in front of Golden Harvest by minimum standards. So we -- our position is the only one that would really work well and allow movement of vehicles would be parallel parking there.

We were also asked to look at reversing the direction for -- for the parking at the Beach Pea, and the theory there was well, if we have this as an entrance and this an entrance, that wouldn't be too hazardous, and that wouldn't be except for the fact that that goes counter convention to what drivers would expect. Usually drivers expect to enter on the right and exit on the left, and move counterclockwise.

We were asked to look at reversing direction for the parallel -- the other thing about parking in front of Golden Harvest. If you have vehicles going northerly and exiting,

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the ADA required twelve to one ratio for wheelchair ramps and put in a twelve foot island which maximizes both openings of Terra Cotta. Other than putting the island in there, we're changing nothing at Terra Cotta itself.

The town -- as I mentioned the town did request a crosswalk here in Gourmet Alley, and this is the site that seems to be the best from what people have been able to determine.

We were asked to shorten the radii here in the main entrance to Carl's Meat Market and the Golden Harvest, and we did do that some, but we want to maintain some radius there to keep cars from shooting off uncontrolled from the roadway into the parking areas. We want to control the access. A right angle egress and ingress is safer than somebody shooting off at an angle or diagonally, so that is one reason why we do that.

Let's see, I think that's most of the things that were on the list to try. What we did decide is that we would maintain the in and out pattern at Beach Pea that they have today, and allow an in at the northern end of Golden Harvest and put a fairly low island separator

28

1 with some kind of landscaping, low growing
2 landscaping in there to act as a separator
3 between the two entrances.

4 I think that's basically more or less
5 everything I have on my list. So who was next
6 in line?

7 MR. METCALF: I think it's me. I'm not
8 sure this is long enough, I'm going to stand
9 down there so I'll talk loud enough for you to
10 hear me. Bob Metcalf with Mitchell Associates.
11 We're landscape architects and planners and
12 we're retained as part of the plan working with
13 the town in conjunction with DOT to develop a
14 community pact, and that's going to go along
15 with the roadway improvements. And what I've
16 presented tonight here is just a couple of
17 concept scenarios in terms of some of the
18 improvements that may happen.

19 What we're showing is with sidewalk some
20 of the landscaping that will occur on the back
21 side and in some cases it will just be tree
22 line. Other areas where there will be some
23 potential grading issues that are going to go
24 further back that will wind up disturbing some
25 of the vegetation, we'll be supplementing and

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1 questions are going to fall into design of
2 roadway and I'll turn it back over to Joel and
3 if anybody has any questions later, I'll be
4 happy to answer them.

5 MR. KITTREDGE: Thank you, gentlemen. I
6 hope that especially listening to all those
7 things tonight so far that you have heard the
8 challenge that we faced when we tried to carry
9 the infrastructure to the town vision in
10 Kittery, trying to balance and reconcile the
11 interests of the public, traveling public, with
12 both private and commercial business enterprise.
13 Lot of competing interests, lot of challenges
14 and we are trying to do the right thing.

15 With that I guess I'm going to open it up
16 to questions and comments. I would just state a
17 couple of ground rules here. One person at a
18 time, please state your name so Ron can capture
19 it, no cross talk. We want to capture every
20 word of the discussion here, and also for this
21 portion, if you would limit your comments and
22 questions to Gourmet Alley portion and the
23 landscaping, that would be great. So the floor
24 is open.

25 MR. CARRELL: It doesn't look like

31

1 filling that in.

2 And in terms of landscaping that acts as
3 a traffic calming when the vegetation narrows
4 the roadway, that tends to have people slow down
5 versus having something very wide. So those are
6 some of the elements as far as landscaping.

7 Other things we're going to be looking at
8 is potential for pedestrian lighting along the
9 sidewalk that will occur on the easterly side of
10 the roadway. Some other elements is little
11 respite areas where there may be breaks where we
12 can put a bench or something like that for
13 seating along that section of the roadway.
14 Those are some of the elements that we're
15 looking at, but in terms of detail until the
16 actual roadway is completed and we know where
17 curb cuts and everything is going to be located,
18 we sit back and wait until we get to that point.

19 We already have some initial ideas in
20 terms of what can happen down in Gourmet Alley
21 because that already is a little behind at this
22 point, but we haven't done a full plan of the
23 landscaping in that area.

24 So that's an overview and I know we're
25 kind of tight in time and I know a lot of

30

1 everybody has signed this. Is there somebody
2 who has not seen the sign-in sheet?

3 AUDIENCE MEMBER: There's two sheets.

4 MR. CARRELL: Oh, okay.

5 MR. KITTREDGE: So the floor is open.

6 Yes, sir.

7 AUDIENCE MEMBER: Glenn Shwaery. I'm a
8 little disappointed that the 25 mile an hour
9 speed limit ends at the railroad tracks. I mean
10 it seems like what you're doing is now -- for
11 the businesses at Gourmet Alley. I agree with
12 you that people pull into those spots under a
13 sheet of water. They go in in all directions
14 but it's wide open to pull into there, so you
15 can pull in at a much higher speed than if
16 you're going to funnel people into relatively
17 narrow openness. They're going to have to slow
18 down a lot more, especially to negotiate into
19 Golden Harvest where you've got that little low
20 island so I think the speed limit there is going
21 to be 25 anyway during any time where there's
22 business because you've got funneled entrances
23 and exits now and people are just going to have
24 to go slower to enter, and I think now with
25 funneled exits, I guess my other point to drive

32

1 that is the other two things I want to ask are
2 is 35 miles an hour compatible with a crosswalk,
3 where people truly go 40 in a 35 mile an hour
4 zone? And I guess my other concerns are with
5 the low islands especially between Beach Pea and
6 Golden Harvest. Are you going to be able to see
7 that after a heavy snow?

8 MR. CARRELL: Well, we're planning on
9 having some vegetation planted as a buffer. Are
10 you talking about this island right there?

11 AUDIENCE MEMBER: Yeah.

12 MR. CARRELL: Hopefully we'll have some
13 kind of a planting there which will give it some
14 visibility.

15 MR. DUNTON: To answer your question
16 about the speed limits, you're absolutely
17 correct. The 35 just to reemphasize is existing
18 conditions, and as I stated, we will revisit it
19 once it's done. You're correct in that wide
20 openness of it in its existing condition gives a
21 feeling to drivers that they can drive faster.
22 Part of what goes into determining a speed limit
23 is what's called the eighty-fifth percentile.
24 We go out and do radar tests and as you see
25 construction going on, as these curbs go in, as

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1 down so that it will be closer to 30, 35 miles
2 per hour that they're actually driving. So
3 hopefully that answers your question.

4 AUDIENCE MEMBER: Thank you.

5 MR. KITTSEDGE: Yes, sir.

6 AUDIENCE MEMBER: Stephen Kozac,
7 Autoworks. I'd like to reiterate the previous
8 gentleman's concerns about the speed limit. I'm
9 glad to hear that you're planning to establish
10 that once the construction is completed because
11 while 25 is certainly plausible during the day
12 time, in the evening when everything is closed
13 up, then it's just going to be a speed trap for
14 motorists and I think 25 is going to be
15 unreasonable in that section. Addressing the
16 crosswalk, I recently have been down to St.
17 Petersburg, Florida, and they had crosswalks on
18 four lane -- two lanes in each direction, and
19 they had these very large diamond shaped
20 fluorescent green signs that I think they have
21 then in the middle divider which I think is
22 unfeasible given our snow removal issues, but
23 you could certainly have them -- there's enough
24 side view that you could have, you know,
25 oversized signs, if you will, on those

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1 the access management goes in meaning the
2 driveways are narrowed and that sort of thing,
3 you are going to see vehicles start to slow
4 down. It's a very strong potential. That's
5 part of the reason of narrowing that. So we
6 will revisit it once it's done.

7 Right now the existing conditions do
8 warrant 35 miles per hour but I suspect once
9 this is redone, you will see the 25 shift up or
10 you will see an intermediate possible 30 mile
11 per hour section but that's yet to be seen
12 because it's based on the conditions once it's
13 built.

14 As for your question about the crosswalk.
15 35 miles per hour is the fastest speed that we
16 do allow a crosswalk. It does have to meet
17 certain criteria. It has to meet sight
18 distance. Basically vehicles have to be able to
19 stop and that sort of thing, but you're right,
20 35 is the uppermost limit for allowing a
21 crosswalk. And in locating it at 35 miles per
22 hour, we look at a lot of stuff to make sure it
23 that does meet that criteria. Hopefully again
24 with the curbing, the access management and that
25 sort of thing, the striping, the speeds will go

34

1 crosswalks including that section that will
2 probably address the same issue further down.
3 Finally, well, one other question had to do with
4 the bike paths. Is that going to be on both
5 sides?

6 MR. CARRELL: The six foot paved shoulder
7 will be on both sides of the roadway.

8 AUDIENCE MEMBER: Will those be marked
9 with classic icon for cyclists or is it just an
10 integral part of the shoulder?

11 MR. CARRELL: There will be a white
12 stripe separating the travelway from the
13 shoulder but I don't believe we'll have any
14 special bike markings. I don't know that at
15 this time.

16 AUDIENCE MEMBER: Okay. I'd just like to
17 submit that as a suggestion. Finally, I would
18 ask you to reconsider that little island between
19 Beach Pea and Golden Harvest because I think
20 it's just going to -- I don't see the benefit if
21 both those entrances and egresses are properly
22 marked and, you know, there are people who
23 cannot walk from Beach Pea to Golden Harvest, so
24 if they are exiting Beach Pea, they're going to
25 be looking for a parking place at Golden

36

1 Harvest, and, you know, I don't see to benefit
2 of that island so I'm sure you've considered it
3 but I just would offer it.

4 MR. KITTREDGE: Thank you. I just wanted
5 to say one thing and correct me if I'm wrong but
6 in the compact area, the city is responsible for
7 pavement markings, so as far as if you were
8 looking for bicycle delineation or pedestrian
9 delineation, you know, it's up to the city so
10 they can decide where and when and how often
11 they put it up and maintain it.

12 AUDIENCE MEMBER: John Maher, and my
13 daughter and son-in-law are the owners of --
14 and I have a couple of -- first of all, I want
15 to thank you very much for being here but I want
16 to tell you that their not being here tonight is
17 no reflection of their interests, it's just that
18 tomorrow is the busiest day of the year for
19 retailers. I want to applaud -- I thought and
20 maybe I misheard so maybe I'll withhold my
21 applause, but I got the impression that the
22 movement was to a slower speed of 25 miles per
23 hour, and is that what I'm hearing? Because I
24 was confused by what this gentleman said. I
25 think most of the people wanted a slower speed,

37

1 don't know the answer to this, is actually how
2 many parallel cars you will be able to have in
3 front of Golden Harvest, because if I were
4 driving from Portsmouth, I would be able to
5 assess whether or not there were any spaces
6 available or not, and then I might make another
7 alternative selection of where I was going to
8 park my car. The concern that I have is that
9 what you may find is actually a stacking
10 situation here, actually preventing people from
11 getting out of the Beach Pea. And I don't know
12 how that's going to work and I'm sure that some
13 of you have thought of that but we would hate to
14 be stacking people up right on Route 1 because
15 they were waiting for somebody to get out of the
16 parallel space here. Now, there may be only
17 five or six of those, so perhaps there's enough
18 room, I suppose, for this car to drive all the
19 way down and then to figure out where to park
20 over in here. Is that what the plan was?

21 MR. CARRELL: That would be the case,
22 that a car would be moving -- if the cars were
23 parked parallel here for other vehicles to move
24 along and pass by them and come up in this area,
25 but if a person were to see that there wasn't

39

1 and is that what you're saying, it's 35 now but
2 you'll revisit it with the hope that we can get
3 it down to 25? Is that what you're saying?

4 MR. DUNTON: What I was saying was that
5 we will revisit it and what -- generally the
6 design that's shown tends to slow vehicles down
7 and if that is the case, that will be reflected
8 in the speed limit.

9 AUDIENCE MEMBER: Because I think it's
10 clear that from all of the people -- I certainly
11 won't speak for the others but all of them
12 wanted to be as slow as possible, and that would
13 certainly help with an accident issue if it were
14 slower.

15 The second issue that I wanted to
16 compliment you on also was keeping the driving
17 patterns here. It would be critically a very,
18 very serious critical situation for the Beach
19 Pea if you changed the traffic pattern, so
20 keeping this traffic pattern the way it is, all
21 of the people who bring supplies come around
22 this way and they have to sometimes stack up.
23 So if you did it this way, it would really be a
24 hardship.

25 The third concern that I have is that I

38

1 any available parking here, they can then come
2 down and enter here and park around in back or
3 over in here.

4 AUDIENCE MEMBER: Yeah, and I do think
5 that actually this island is a very -- is a very
6 important island to keep to demarcate between
7 the two, but I think this gentleman has a good
8 point in the sense that a lot of people from the
9 Beach Pea go to the Golden Harvest just like
10 they would go to across the street to Terra
11 Ootta and vice versa. So when you're planning
12 this island here and there's a walkway right
13 along the front of the Golden Harvest, I would
14 see no problem with on the back side of that
15 island, there being a walkway so -- with what
16 this gentleman was talking about, so that it
17 could be accomplished and they wouldn't have to
18 walk around this walkway, they could come right
19 through here. Just something that I don't know
20 whether this is our land or Jimmy's land or what
21 have you, but that was the main concern here was
22 the parking for us. We thought the crosswalk
23 here was excellent. We think that's very
24 helpful for the people. This traffic flow is
25 good. The island is fine. The concern this is

40

narrow space here and people just waiting for that person to leave because they want to park right out in front of the Golden Harvest rather than driving to the drive-through. Now, I realize there are no easy answers but that was a concern of ours.

MR. CARRELL: Well, I can see your point, but I would also mention that -- I don't know what the rate of cars leaving here is and, you know, the rate of cars pulling in here and how many will pull in here and how many will come in here. This is not an ideal design. We're doing this to try to accommodate as best we can the adjoining businesses and give them as much access as we possibly can. We are not saying that this is a wonderful, perfect design but unless we're willing to shut people down and close properties which we don't want to do, there's going to have to be some compromises made. I understand what you're saying and I agree, it could potentially be a problem, but, you know, I guess I don't know what the answer to that is.

AUDIENCE MEMBER: Well, I do know just one thing and seriously, tomorrow it would be

41

wonderful if you people could be here tomorrow afternoon for Terra Cotta, for Golden Harvest, I'm serious about that, because you could see in action because what I see Golden Harvest fortunately has great reputation and cars go in and out like crazy, so too with the Beach Pea and Terra Cotta, so particularly in the afternoon. In the morning, this is lower. In the afternoon from 12 o'clock on, it's quite heavy. Unfortunately for the Beach Pea it's slower probably late afternoon, but on -- I know you can't build a church for Easter Sunday, but the fact of the matter is, tomorrow with the design would be hard.

AUDIENCE MEMBER: Today.

AUDIENCE MEMBER: Today would be hard. I would really -- if you can, come down tomorrow, I think it would be wonderful.

MR. KITTRIDGE: I don't know that anybody here -- I don't doubt anybody's sincerity about the volume of patrons in and out of those lots. I guess I would just reiterate that this has not been an easy solution, it's been -- we're trying to get the proverbial ten pounds into the five pound bag. I guess at this point I'd leave it

42

at that. I did hear the applause, though. So thank you for the comment.

AUDIENCE MEMBER: You're welcome.

MR. KITTRIDGE: Somebody else? Yes, sir.

AUDIENCE MEMBER: Eric Weinrieb, Altus Engineering. Engineers for Jim and Carla. And we recognize the layout and commend you guys for your hard work. Design conditions. We're working with them in trying to find something that's going to work for everyone and try to work through some of these access issues because the worst thing that can happen for them is that we create -- they create unsafe conditions because they will lose patrons. So we're trying to work very closely hopefully with you guys as well, to create something that works for everyone with their on-site conditions. So we're on board now, Jim and Carla. And we have some ideas. Let's help the situation.

MR. KITTRIDGE: Yes, sir.

AUDIENCE MEMBER: I wanted to -- I'm concerned about the 35 -- Cameron Waite, Seacoast Area Bicycle Routes, and a local resident. I'm concerned about the 35 versus 25 miles an hour. I'm particularly concerned about

43

this eighty-fifth percentile. Where actually -- in a -- if you could look at this map and it's all been revised, where will you actually measure that speed? Actually, let me be very particular. How far away from the crosswalk would you measure that speed to get your eighty-fifth percentile?

MR. DUNTON: We try to find a representative spot along it. In this case we found two, but as far as the crosswalk here, is that what you're saying?

AUDIENCE MEMBER: Your proposed crosswalk.

MR. DUNTON: The proposed crosswalk, we'd probably find a location somewhere in here if we were trying to focus on this particular area, so it --

AUDIENCE MEMBER: I would argue that because most of the foot traffic across the road is going to be close to that crosswalk is where you want it to be, is that if you -- where you measure your speed will actually determine whether or not you will reduce the speed limit to 25 miles an hour versus 35 miles an hour, so in fact, you no longer have an objective

44

measure, it's a subjective measure because the closer you get to the crosswalk and the time of day that you do it, you could in fact have eighty-fifth percentile that is close to zero if there were a lot of people crossing that road. So I guess I have a particular concern with that because my sense is having read the documents that you passed in at the last meeting, it's not really well described why this is the way you do it, and so I -- it seems subjective to me, so perhaps you could do that --

MR. DUNTON: When we do a speed limit, we do during what's called a free flow condition which means we try to capture vehicles that are not hindered by other vehicles. Each vehicle is free flowing, basically. They're not behind someone else. That we typically do during non-peak times because that's when vehicles are speeding the most or driving at a condition where they would typically drive if no one was in front of them. Like I said, in this particular location, we'd probably find a location in this immediate area and, you know, you usually get, you know, oh, a hundred, two hundred feet is when you pick them up on radar.

45

So within that two hundred feet, it's not that sensitive to the eighty-fifth percentile. If you had a five mile per hour difference with all the things that are considered such as -- again, we look at number of entrances, number of driveways, we'll get crash history, eighty-fifth percentile is one of the items. So it's -- we tried sensitivity analysis and five miles per hour here or there on the eighty-fifth percentile really doesn't affect the end result that much.

AUDIENCE MEMBER: Let me clarify this. You actually do the measure when the road is not full of cars?

AUDIENCE MEMBER: That's correct.

AUDIENCE MEMBER: So once again, it's subjective. So if we want a -- so you could come and do it late at night or early in the morning.

MR. DUNTON: No, we typically do it between the morning peak hour and in afternoon or between the afternoon and evening peak hours is typically when we do them. And again, I don't know if I can convince you but it's a free flowing vehicle during -- typically during the

46

day. We are not going to go out there at 1 o'clock in the morning. We are not trying to skew the results in any way, we just collect the data, look at what it tells us and set the speed accordingly. And the standards, by the way, are national standards and you can find those in what's called the Manual on Uniform Traffic Control.

MR. KITTREDGE: Yes, ma'am.

AUDIENCE MEMBER: Suzanne Sayer, and I do a lot of walking around here, and I don't -- I'd like to see more sidewalks across this road for the people that live in this area here. There's a playground, I'd like to see a sidewalk here. But when I walk, if I'm going to go to Carl's Meat Market, I'm not going to walk down here to go across and go to Carl's Meat Market. I'd like to see -- I mean you said you're going to do something about this. I'd like to see sidewalks -- I'd like to see crossings a lot more on this road.

MR. KITTREDGE: Thank you for that and we do need to talk about where those crossings, where people like to see them. I'd just like to hear about the crosswalk in the Gourmet Alley

47

portion of this project.

AUDIENCE MEMBER: I'd like to see one closer to Carl's Meat Market between the bank and Carl's.

MR. KITTREDGE: What drove our decision for the location there of the crosswalk?

MR. CARRELL: I believe the town preferred to have it connecting Beach Fea and the area of Terra Cotta.

MR. KITTREDGE: Susan, I think there was one other thing but with the unknowns with the slip lane in the intersection project, you can see the way we have a crosswalk across a potential slip lane.

MR. CARRELL: Are you referring to here?

MR. KITTREDGE: I'm referring to -- I'm referring to thinking that went behind placing our crosswalk where it is. Was it influenced by not being exactly sure where our slip lane was going to be up in here?

MR. CARRELL: I don't think that was considered.

MR. KITTREDGE: Well, those two things that those gentlemen presented, that was the rationale at that meeting. Somebody else?

48

1 AUDIENCE MEMBER: I'm just wondering --

2 MR. KITTREDGE: Name please.

3 AUDIENCE MEMBER: Jim Golder. Just
4 wondering if the size and the width of the road
5 is roughly another ten feet, I was wondering the
6 width of existing road now, what we can expect
7 roughly how much wider we'll see when the
8 finished project is done.

9 MR. CARRELL: Right now the existing road
10 varies in width, it's -- we're going to be
11 putting in two twelve foot travel lanes and six
12 foot paved shoulders so we'll have a total width
13 of thirty-six feet curb to curb when we're done.
14 And that's -- we are not really expanding what's
15 there now. What's there now is undefined
16 shoulder, gravel shoulders, so it's hard to say
17 what the actual roadway width is today.

18 MR. KITTREDGE: But like he said, twelve
19 and six. That's the travel lane, shoulder area.
20 Somebody else? Yes, sir.

21 AUDIENCE MEMBER: Cameron Waite again.
22 I'm wondering what the landscaping budget is
23 compared to the budget for construction of the
24 road short of intersection that we're talking
25 about tonight.

49

1 then we'll site locations for catch basins and
2 underdrain. You can't make water flow uphill.

3 AUDIENCE MEMBER: I wouldn't ask you to
4 but the last time there was a presentation,
5 there was quite a bit of discussion about
6 existing plans from Maine DOT personnel on what
7 would happen with the water, and using existing
8 drainage into Cook's wetland was not the answer
9 back then.

10 MR. CARRELL: Is this Cook's wetland?

11 AUDIENCE MEMBER: Yup, goes all the way
12 behind the Beach Pea as well.

13 MR. CARRELL: Well, I'll have to go back
14 and check with the previous person. I guess I
15 don't recall that, and I have not yet worked out
16 all the drainage details. We'll probably try --
17 we try to utilize as much as possible existing
18 outlets because that seems to have the least
19 impact on people's properties when we do that.
20 So that's something we'll have to look at.

21 MR. KITTREDGE: I would also add to
22 that -- I would just also add to that the design
23 becomes more formal as time goes on. All our
24 drainage -- what we do with the water, where it
25 goes, where it's not allowed to go, is

51

1 MR. KITTREDGE: Jon?

2 AUDIENCE MEMBER: Jon Carter, Town
3 Manager. Again, Cameron, before you came in,
4 the town with the assistance of Southern Maine
5 Regional Planning got a grant to hire a
6 landscape architect, Bob Metcalf, who went
7 through a presentation. This is going to be
8 after market stuff that the town and private
9 sources of funds will have to do.

10 AUDIENCE MEMBER: Just one more piece,
11 and I arrived late. I apologize but -- is it --
12 is the train that's going to come down and go in
13 behind where the building on the corner that
14 houses Kittery Water or is -- have those plans
15 been changed?

16 MR. CARRELL: You mean down in here?

17 AUDIENCE MEMBER: Well, I'm particularly
18 concerned about the water from the road, where
19 is the water from the road going to drain?
20 Subsurface drainage.

21 MR. CARRELL: I'm expecting that we'll
22 probably try to utilize as much as possible
23 existing outlets. We have not yet done the
24 drainage design on this project. We've -- we
25 want to get our basic layout and template and

50

1 scrutinized very thoroughly by the State and
2 federal guidelines. Department agencies, we
3 can't just, you know, outlet wherever we want
4 to. But I think Bob as he said, we -- since
5 I've been on here since we've tried to work
6 through this geometry and this portion of the
7 project, we really haven't been talking
8 drainage. Did I see a hand?

9 AUDIENCE MEMBER: I'll let her go.

10 AUDIENCE MEMBER: Jennifer Morris. I'm
11 one of the few fortunate or unfortunate
12 residents of the section that's Gourmet Alley
13 which is great because all the places are right
14 across the street from me but just a quick
15 question. As we get closer to the actual work
16 that gets done, who should I talk to when I want
17 to make sure that things are -- my personal
18 property, the -- if I need to coordinate any
19 landscaping changes that are going to affect my
20 property and I want to make sure that I
21 coordinate it, anything that I do with who --

22 MR. KITTREDGE: You're point of contact
23 between now and the next time that we come back
24 here with our formal public meeting presentation
25 is going to be Emie Martin, Project Manager,

52

1 and -- did you see Ernie? I pointed him out to
2 you. Maybe you could hook up with him after the
3 meeting. He is the point of contact with the
4 department on this project. He will put you in
5 touch as the need arises with the particular
6 resource you would need to talk to. Somebody
7 else? Yes, sir.

8 AUDIENCE MEMBER: Stephen Kozac again.
9 Addressing the previous -- the woman's issue
10 about crosswalks, is there -- what kind of costs
11 are involved in a crosswalk and would it be cost
12 prohibitive to put any crosswalk from the Love
13 Lane area, let's say, in front of People's
14 Heritage Bank to -- well, I guess that's the
15 Water District, you know. As I recall, there's
16 an island there, an existing island. You know,
17 I mean I don't know what the crosswalk costs are
18 and maybe there will be a crosswalk at that
19 intersection of Walker Avenue, slash, Route 103
20 and Route 1 that could accommodate that, but I
21 walk down from the top of Government Street and
22 across Walker Avenue to go to the Golden
23 Harvest, and then I'll just go across Carl's or
24 Golden -- I mean, to the bank and then go to
25 Golden Harvest, and, you know, since there's

53

1 concern about additional crosswalks, I just
2 don't know if it would be feasible to consider a
3 second one because from my view, they're an on
4 demand traffic control. In other words if
5 somebody is in the crosswalk, then the motorist
6 has to yield, otherwise they can continue at
7 their speed without interruption. So it seems
8 to me it's a striping and signage issue which I
9 don't know what other consideration that I may
10 not be aware of.

11 MR. KITTREDGE: I'll turn that over to
12 Bob or Randy.

13 MR. CARRELL: There are guidelines that
14 we have for where crosswalks are placed, and I
15 think one of them is the frequency at which they
16 are spaced. We do try to have them at
17 intersections but I don't know, are there
18 sidewalks at this intersection now?

19 AUDIENCE MEMBER: No.

20 MR. CARRELL: So that's something we have
21 to discuss with the town about whether they want
22 sidewalks. We wouldn't put crosswalks where
23 there are no sidewalks. So we haven't gotten
24 that far yet on this project, but it is good to
25 hear your comments and a desire to have that,

54

1 and so that's something that we'll have to be
2 finding out at a later date.

3 AUDIENCE MEMBER: There is a sidewalk on
4 the right hand side from that intersection
5 back --

6 MR. CARRELL: This side?

7 AUDIENCE MEMBER: No, on Route 1. There
8 is sidewalk there, all the way back to the bank.
9 There's a sidewalk there --

10 AUDIENCE MEMBER: None on the other side.

11 MR. CARRELL: Okay. Well, that's good to
12 know. I don't -- I can't tell you off the top
13 of my head all the rules and guidelines but
14 there are some and I don't -- do you want to say
15 anything, Randy?

16 MR. DUNION: Just that as that project --
17 DOT is trying to emphasize pedestrian and
18 bicycles in any new project that we do, so as
19 that project goes forward, pedestrian activity
20 will certainly be part of the design.

21 MR. KITTREDGE: We're moving along to
22 7:15 and this is good. We want to talk about
23 Gourmet Alley but we can talk about Gourmet
24 Alley.

25 AUDIENCE MEMBER: Well, talking about

55

1 getting from his facility to the Gourmet Alley.

2 AUDIENCE MEMBER: Super.

3 AUDIENCE MEMBER: There is no sidewalk --
4 he's up here and he has to go down here, cross
5 the sidewalk and come down this way. There is a
6 bit of a staircase there so he can just walk and
7 walk across the street there and then walk. I
8 lived in San Francisco and they do have
9 sidewalks on hills.

10 MR. KITTREDGE: Clearly, as that project
11 develops we will be talking about the
12 intersection proper. We're hearing that, put in
13 sidewalks. Somebody else.

14 AUDIENCE MEMBER: I'd just like to say, I
15 appreciate what you have done. I mean from my
16 view from where we were a few months ago and you
17 were a few months ago, this is a very laudable
18 improvement and I -- you know, I just think, you
19 want to know that you hear that because I think
20 I can speak for many people here that you've
21 come a long way in meeting the needs -- the very
22 varied and conflicting needs of all the users in
23 this area.

24 MR. KITTREDGE: Thanks. There are some
25 people in this room that really appreciate that.

56

1 AUDIENCE MEMBER: I think a lot of people
2 feel the same way.

3 MR. KITREDGE: Thank you.

4 AUDIENCE MEMBER: I agree. Lot of
5 people -- we appreciate it, long overdue.

6 MR. KITREDGE: Thank you. Are we ready
7 to move on to the main road?

8 (The hearing was in recess.).

9 MR. KITREDGE: We're done with the
10 Gourmet Alley portion. We'll be talking about
11 the remainder of the project which is
12 intersection to the south. Gourmet Alley up to
13 the circle. Bob did go through it, I guess this
14 really gets back to the blind plan meeting here
15 tonight which is where we were at back in May.
16 This is what we know. We know there's going to
17 be twelve foot travel lane, six foot shoulder.
18 I'd like to hear your comments, questions,
19 issues surrounding drainage, sidewalks,
20 entrances, anything of that nature that might
21 dictate things that we need to take into account
22 through our preliminary design. So again if we
23 could just follow the same ground rules, we'd
24 like to capture the issues for Ron Veno here and
25 for our needs. Floor is open. Yes, sir.

57

1 AUDIENCE MEMBER: Dominic Goupil, I live
2 at 132 State Road. I have three concerns. The
3 speed limit itself. I've lived here for
4 twenty-five years and in my opinion the speed
5 limit is too high. Viewing distance, there are
6 two roads or two crests in the road between Page
7 Street and Sterling Drive, and according to the
8 information that I found in regards to minimum
9 viewing distance, when you're pulling out of
10 Page Street and going south, there is not enough
11 viewing distance to properly judge whether or
12 not there's a car coming over the hill at the
13 current 35 miles an hour. The same thing
14 happens off Sterling Drive if you're traveling
15 south or turning south. There's not enough
16 viewing distance of cars coming up from the
17 circle at 35 miles an hour.

18 My driveway happens to be even closer to
19 one of those crests, and I gotta tell you when I
20 am pulling out on the State Road to go south,
21 I'm putting my life into my own hands. It's a
22 scary thing. I've had cars pass me quite a few
23 times. I'd say at least once a month I get
24 passed, especially in the morning when you've
25 got the 7:30 to 8 o'clock traffic.

58

1 The third issue is at the first meeting,
2 there was mention of crosswalks, and they sure
3 would be nice to have crosswalks at least at
4 Maple so can you cross the road to go over to
5 Post Road. And back to the speed limit, not
6 quite sure how it works when you've got a road
7 that is less than a mile long and you've got
8 twenty-five miles an hour at one end, traffic
9 circle at the other end that's twenty-five miles
10 an hour, if you increase the speed limit between
11 those two points, what does that gain you? It
12 doesn't quite make sense. We've got state roads
13 at 35, we've got Post Road that's at 25, you've
14 got bypass route which is a four lane divided
15 highway with a turning lane that's 35 miles an
16 hour. You go beyond the traffic circle, you've
17 got the Route 1, again which is the same road
18 that is 25 miles an hour, and that's a four lane
19 again with a turning lane, it just doesn't make
20 sense to me. And then you've got Shapleigh Road
21 and again Post Road, all the roads that feed off
22 the traffic circle are 25 miles an hour. I
23 don't understand why State Road is not
24 twenty-five miles an hour.

25 MR. KITREDGE: I can't tell you. I

59

1 can't answer that.

2 AUDIENCE MEMBER: And I should preface
3 this with I am all for repaving this road and
4 adding a sidewalk, I'm all for it. Again, I've
5 lived here for twenty-five years and this road
6 has got to be one of the worst roads in Kittery.

7 MR. KITREDGE: Have you had a chance to
8 look at sight distance at all?

9 MR. CARRELL: Yes, I was going to mention
10 that. The sight distance -- there has been a
11 slight improvement to the sight distance. It
12 has been checked so that it meets the minimum
13 for 35 miles an hour. The problem is if we --
14 there are so many properties and some of them
15 are so close to the road that if we go changing
16 the grade of that road in elevation, that we
17 start hurting people property-wise, so that's
18 the delicate balance is to improve sight
19 distance as best we can get, yet not dragging
20 people any more than we absolutely have to.
21 It's always a balancing act.

22 AUDIENCE MEMBER: So your plan is to
23 knock down those two crests?

24 MR. CARRELL: Working off the top of my
25 head I believe that we are shaving off but I

60

1 would have to review my profiles to make sure of
2 that. I didn't bring those tonight, and at the
3 final public meeting we will have a profile, but
4 I have run the numbers and I have checked the
5 numbers to that profile and they do meet 35 mile
6 an hour sight distance.

7 MR. KITTREDGE: The other question that I
8 wanted to put back to you was in a perfect world
9 did you say you wanted to -- I'd like to see a
10 crosswalk where? What street was that?

11 AUDIENCE MEMBER: I would say at minimum
12 Maple because a lot of people come from the
13 Sterling Drive area, Page Street going across to
14 Old Post Road to go to football games, you know,
15 football field. You see a lot of kids crossing
16 the street.

17 MR. KITTREDGE: I got a call -- maybe
18 he's here tonight, Mr. Thurston, and he had
19 called me and he was telling me he was living in
20 an assisted living center somewhere up there,
21 village --

22 AUDIENCE MEMBER: Meetinghouse.

23 MR. KITTREDGE: And he was saying how he
24 wanted a sidewalk there and he'd be looking for
25 a crosswalk. Is that --

61

1 is out here, and Route 1 which has got traffic
2 lights and thousands of shoppers, you know,
3 that's all 25, and this isn't that long a
4 distance. People aren't going to go 25 anyway.

5 AUDIENCE MEMBER: But at least --

6 MR. KITTREDGE: Thank you for those
7 comments. Somebody else. Yes, you were going
8 to say something else.

9 AUDIENCE MEMBER: I just have one more
10 thing. I've seen it in the afternoon's and I'm
11 assuming it's because of the Navy Yard letting
12 out. The traffic will back up from the traffic
13 circle back all the way past Maple sometimes,
14 and again, I don't -- I know that, you know -- I
15 don't know how you would, but obviously what
16 you've stated you base the speed limit on
17 traffic flows. But again, if there is no where
18 for the traffic to go, it's backed up. What is
19 the point to have the speed limit where you've
20 got nowhere to go. So I don't think it's a
21 matter of increasing or adjusting the speed
22 limit for the flow of traffic, it also has -- we
23 also have to look at how do you disburse that
24 traffic. And again, you've got the traffic
25 circle at that end and at the other end we've

63

1 AUDIENCE MEMBER: That's way up on the
2 project road.

3 MR. KITTREDGE: So that's way off the
4 project?

5 AUDIENCE MEMBER: No, it might be the one
6 behind the --

7 AUDIENCE MEMBER: Ducks out from the
8 Reiner property.

9 AUDIENCE MEMBER: Yeah, the assisted
10 living I believe is in this section. This is a
11 -- this is all -- these people can come down
12 here and there's a vet here and broadback sign,
13 aluminum, so maybe one there and then the
14 ballpark you can see is here, and then Maple is
15 here. So you can see you've got a lot of
16 residences here that -- they should be able to
17 cross somewhere in here, and then, you know,
18 down in here somewhere.

19 MR. KITTREDGE: I think one of the
20 challenges is that we were very reluctant to put
21 crosswalks where we are not going to be emptying
22 pedestrians on to the safe pavement which would
23 be a sidewalk or something like that.

24 AUDIENCE MEMBER: I think his point is
25 well taken on the 25 because Rogers Road which

62

1 got Memorial Bridge going into Portsmouth. So
2 it is what it is.

3 MR. KITTREDGE: And you're exactly right
4 in that a perfect world we'd be able to look at
5 the road from five miles back that way and ten
6 miles back that way let's make it all work
7 together. We are not going to live long enough
8 to do that and we're never going to have enough
9 money so we are restricted as to what areas we
10 can improve. In a perfect world, we fix
11 everything the first time and we just can't do
12 it. Somebody else? Yes, sir.

13 AUDIENCE MEMBER: I'm Brandon Bedard, 15H
14 State Road. I brought it up last time about the
15 crosswalks also at the Maple Avenue, and I walk
16 off into the park there with my family, and it's
17 hard to get across the street there. So I'm all
18 for the crosswalk there. I'd also like to say
19 it seems like you have more time to think about
20 the crosswalk at the other end, I don't know if
21 that's due to additional meetings or planning or
22 whatever is going on there than you have on this
23 end. I'm kind of upset about that. It seems
24 like I have more information for that end, you
25 answered what people's concerns were about that

64

1 end, there was comments given about the other
2 end, and I didn't hear you answer what you've
3 been working on or solutions you came up for any
4 of that end. So I mean every time I get told --
5 I call up and ask, I find out in the paper that
6 there's another meeting going on for this end,
7 and I call up my town officials and I call the
8 State to find out, hey, I asked to be included
9 in this there, why wasn't I included, and they
10 said well, it's just focusing on this area.
11 Well, if you're putting crosswalks down there,
12 you're not putting one down here. That's
13 obviously affecting me, and if you're talking
14 about whatever else you're talking about, if
15 something's going on there, it ain't going on
16 down this end, it's not fair. So there's extra
17 meetings going on and I don't think that's
18 right. Now, the speed, I'm also for the
19 speeding -- I think it's a good idea if it was
20 reduced. I also agree if everything else is 25
21 at that end, it's 25 at this end, you're backed
22 up by the circle because traffic backs up in
23 front of my house quite often, you're not
24 getting -- you can put 55 in between there,
25 where are you going to go? There is no where to

65

1 go. It's all bottlenecked down to the 25 so it
2 seems like 25 would move smoothly, so 25 you're
3 going smoothly down here, you're back at 25 down
4 there, so it just keeps going smoothly. Also
5 another concern I brang(sic) up last time
6 also -- I mean this kind of effects me more than
7 other people would be, but I live right here and
8 you've got Walsh's Furniture here and the
9 trucks, I think a lot of them come off here.
10 There's a restroom at 711. They double park
11 there maybe to use the bathroom or they go the
12 wrong way. They come up here and are always
13 doing U turns right here and they drive up on
14 the lawn or they double park here, and it seems
15 like they said they were going to put an island
16 in here. I see a little island but the
17 island -- I mean that's kind of tiny right
18 there. Trucks are just going to go right around
19 that island and come back up and you're going to
20 put nice curbing in there and they're going to
21 drive up on the curbing. It's just going to end
22 up wrecking curbing there anyway so I don't see
23 how that's going to solve the U turns. I think
24 that was it. Thank you.

MR. KITTREDGE: So what I heard was

66

1 sidewalk to the park area.

2 AUDIENCE MEMBER: Yup, I'm all in favor
3 of sidewalk.

4 MR. KITTREDGE: And I heard you saying
5 about trucks doing U turns in front of
6 approximately your house.

7 AUDIENCE MEMBER: Yup.

8 MR. KITTREDGE: What else is it that you
9 want us to consider?

10 AUDIENCE MEMBER: I'd like a crosswalk at
11 Maple. I mean there's a lot of -- I don't know
12 if you're familiar with that area there, there's
13 a lot of houses all in here. This little circle
14 here. There's quite a bit of houses here, all
15 houses right in here, and they're starting to
16 get a turnover where a lot of older families
17 live there now and they're starting to get a
18 turnover where they've got families moving in
19 with kids again. You walk right out here, come
20 across here, walk down and you've got a nice
21 ball field here, playground and stuff, somewhere
22 to walk to. I mean, you know, you walk around
23 the circle, you walk up that way, and if you had
24 a crosswalk -- I mean we walk down here right
25 now. We're walking through the dirt and puddles

67

1 and we walk over here and cars be whizzing
2 coming up the hill here flying down this way and
3 flying up off the circle, so it's kind of hard
4 to get across there. If you're going to put a
5 crosswalk -- speed limit was the third thing.

6 MR. KITTREDGE: Yes, sir.

7 AUDIENCE MEMBER: I live at the very top
8 of the hill --

9 MR. KITTREDGE: It -- what is your name?

10 AUDIENCE MEMBER: Florence DiSilvestro,
11 and I live right at the top of the hill from the
12 circle going south, and I'm in a panic when I
13 want to turn in because there's going to be the
14 day when someone's going to cut out around and
15 there's going to be a head-on. That's why we'd
16 like the speed limit low.

17 MR. KITTREDGE: You're talking about when
18 you exit the circle heading south?

19 AUDIENCE MEMBER: Yes, and I live right
20 up --

21 AUDIENCE MEMBER: Right on the corner of
22 Palmer Avenue.

23 AUDIENCE MEMBER: Palmer Avenue, and
24 naturally there's a lot of traffic now not
25 counting the bridge being up also, and I have to

68

1 sit there and wait for when I can turn in and
2 I'm dreading the day when someone will cut
3 around and be a head-on.

4 MR. KITTREDGE: Have you got any
5 questions for that, Bob?

6 MR. CARRELL: No.

7 MR. KITTREDGE: Thank you. Is it Tom?

8 AUDIENCE MEMBER: Rick Rossiter, Kittery
9 Public Works, and in the -- I'd like to suggest
10 an alternative on the Maple Avenue sidewalk.
11 This might work a little bit better and I'll
12 show you what the story is here. The town
13 owns a -- right at this location here, we own a
14 fifty foot strip of land that goes down to the
15 ball field. So if you had a crosswalk in this
16 location, you could also construct a sidewalk on
17 this fifty foot strip of land. It used to be a
18 road at one time, probably, you know, maybe
19 forty years ago, but it's -- you can go there
20 and see that there is that opportunity where if
21 you went from this side of the road to this side
22 of the road, you could put a sidewalk right up
23 through and it would be shorter than going --
24 see here, you're going back this way and then
25 you're having to go around this way. It will be

69

1 AUDIENCE MEMBER: If they don't like it,
2 they should say so now.

3 MR. KITTREDGE: That would be a good
4 thing.

5 AUDIENCE MEMBER: It's a good place for
6 it.

7 MR. KITTREDGE: Let's just have a show of
8 hands -- we don't ordinarily take votes here
9 like this -- to investigate -- further
10 investigate the crosswalks in those areas.

11 (After a Time.)

12 MR. KITTREDGE: Looks like we ought to do
13 it. Somebody else. Yes, sir.

14 AUDIENCE MEMBER: Mark Samers, I live on
15 138 State Road. Just a little bit of clarity if
16 you don't mind. I'm a little bit out of the
17 loop in terms of last meeting, the proposed
18 widening was considerably more than it is now?
19 Is that true or is it the same distance of width
20 that was proposed at the original outset?

21 MR. KITTREDGE: I'll let Bob speak to
22 that. My understanding is that we had
23 originally proposed twelve and eight and that
24 was federal design guidelines and we brought it
25 back to twelve and six.

71

1 shorter to do it at that location. Now that's
2 just a thought and if those people that are
3 talking about this sidewalk at Maple Avenue if
4 they would express whether or not that might be
5 better so that the designer from MDOT -- if this
6 is what you want, the designer would have an
7 opportunity to do that.

8 AUDIENCE MEMBER: That's where the path
9 is now?

10 AUDIENCE MEMBER: There is kind of a path
11 there, yup, it's fifty feet wide.

12 AUDIENCE MEMBER: It would also give you
13 a way of getting from that place there across to
14 the ball field.

15 AUDIENCE MEMBER: I don't --

16 AUDIENCE MEMBER: From right here.

17 AUDIENCE MEMBER: Oh, yes, this is the
18 retirement community. Well, they'd be able --
19 yeah, they could go this way, too, as well. It
20 would be right here.

21 MR. KITTREDGE: So is there consensus
22 here that -- nodding heads and agreeing with
23 what Rick is proposing or -- so we'll look at
24 that. We'll consider it and see what's up with
25 it, see if it's warranted, how it might fit.

70

1 MR. CARRELL: At the previous public
2 meeting, it was drawn at twelve and six, so is
3 that what you're referring to, previous public
4 meeting?

5 AUDIENCE MEMBER: Yeah.

6 MR. CARRELL: It was twelve and six at
7 that time as well.

8 AUDIENCE MEMBER: And the proposal of
9 sidewalks is on the south -- northbound side, is
10 that right?

11 MR. CARRELL: Northbound on the right
12 hand side.

13 AUDIENCE MEMBER: Coming up from the
14 circle and connecting down to Gourmet Alley?

15 MR. CARRELL: It would start here at Love
16 Lane and head north to just shy of the rotary on
17 the right hand side.

18 AUDIENCE MEMBER: All right.

19 AUDIENCE MEMBER: Again, I would support
20 most definitely a lowering of the speed limit
21 along that stretch. I've lived there for twenty
22 years. Lost -- you know, we were lucky enough
23 to bring up our daughters there but boy, it was
24 a scary time having young children as a resident
25 on that road. Lost one dog out in front. Car

72

1 was going so fast, never ever stopped.
2 That's -- that is a speedway enough as it is at
3 35. You know darned well people aren't
4 traveling 35, they're going 40, 45 if they can
5 get up enough steam. So certainly 25 would be
6 the most desirable limit along there.

7 MR. KITTREDGE: Well, thank you for that
8 comment. In all honesty, I hope you heard us
9 earlier on, we talked about that speed zone, our
10 rationale, our thinking, and what we're
11 proposing and what we'll look at after its
12 built, but right now when we're walking out of
13 here tonight, we're still proposing 35 mile an
14 hour speed limit. Just want to make sure that
15 people understand that.

16 AUDIENCE MEMBER: Can we vote on that
17 one, too?

18 MR. KITTREDGE: You can vote on it if you
19 like. But that's where we are as far as speed
20 limit. Just don't want to give anybody any
21 false --

22 AUDIENCE MEMBER: All the way down to the
23 circle?

24 MR. KITTREDGE: 35, and Randy committed
25 to re-examining dropping it from the

73

1 don't want to change. We are not prepared to
2 change it based on the engineering and warrants
3 and studies that we have done. That is our
4 decision, that is why our decision is covered.
5 Randy, do you have anything --

6 MR. DUNTON: I'd like to just direct you
7 to our web site under Maine Local Roads. At the
8 last meeting I had some handouts, and I won't go
9 into the full explanation but I would direct you
10 to our web site, Maine Local Roads traffic
11 issues. It discusses speeds and artificially
12 lowering speed limits is less safe than
13 identifying the appropriate speed limit and
14 posting it for that. So I would direct you
15 there. I know you're shaking your head no. I
16 would ask you to read that. If you have any
17 questions, you can call me at the Scarborough
18 office and I can direct you to that web site.
19 But it's been shown over and over and over and
20 over again that artificially lowering the speed
21 actually creates accidents. Again, I won't go
22 into detail for tonight but road rage, it's more
23 difficult for pedestrians, it's more difficult
24 for cars entering on to the roadway.

25 I'll just give you a brief example. This

75

1 intersection to the north to some point after
2 the project is built when we can evaluate
3 traffic flow.

4 AUDIENCE MEMBER: But, sir, if it's
5 virtually unanimity, folks are asking for the
6 drop to 25, you mean you folks from Augusta,
7 you're never going to be on this road after it's
8 built, we all are and we're saying our
9 experience day in and day out is telling us that
10 it should be 25. I don't understand what --

11 MR. KITTREDGE: This speed issue came up
12 from day one, it's been an issue, 35 miles an
13 hour, drop it to 25. We talked about it, we
14 talked about it -- there were letters written
15 requesting us to look at it, requesting us to do
16 studies, consider it. The safety of people from
17 abutters, abutters to business owners. People
18 flying down through there, it is unsafe, I will
19 not argue the fact that people speed down
20 through there. I would also propose that if
21 it's dropped to 25, they will still speed
22 through there although that's not the reason
23 that I am giving you for not dropping it to 25,
24 is that they'll continue to speed because
25 they're going to do it anyway. It's not that we

74

1 gentleman said it's difficult coming out of his
2 driveway. If you were to artificially lower the
3 speed limit to 25 miles per hour and a new
4 driveway were to go in, that driveway is going
5 to be judged and located whether or not based on
6 the posted speed limit of 25 miles per hour
7 it -- if you know you artificially lowered it to
8 25 and people are driving 35 and that sight
9 distance barely met that 25 miles per hour, you
10 have just created a huge problem for that person
11 because they're coming out on to the road you
12 artificially lowered to 25, you've got sight
13 distance for 25 and they're driving 35. You
14 know that. You know that because national
15 standards, all kinds of studies, again please
16 call me, all kinds of studies identify that it's
17 not the posting that people pay attention to,
18 it's the design of the road. It's the design of
19 the road that people pay attention to and that's
20 what they drive.

21 AUDIENCE MEMBER: But if I could just say
22 that if you are -- the nature of this road is
23 going to change substantially once this project
24 is done, when you add sidewalks the entire
25 length.

76

MR. DUNTON: That's why we've committed to revisiting it once the developing is done, that we mentioned that several times that we're going to revisit it, the whole corridor when the project is done. That's why we've committed to that. So hopefully that answers your question for most of you. Again, I would direct you to Maine Local Roads on our web site. It gives several examples of why the eighty-fifth percentile, why not lower speed to make it safer, it goes into a great deal of detail. And again, if you have problems finding that web site, call me at the Scarborough office and I can assist you in that.

MR. KITTREDGE: I just would like to add one thing to what Randy has said. The discussions that have gone on about the speed, speed issues on this project are well beyond and far above the level of Randy, Bob, myself in the DOT. It has been talked about, it has been looked at, it's been discussed, and at this point in time we are in a position that we will reevaluate it after the project is done. The intent and purpose of this meeting, this design project and design standards is 35 miles an

77

the guardrail and flattening those slopes. That has not been finally determined. That's the direction we're leaning at this point. But where that guardrail is coming out where we'll be flattening those slopes -- this is on the left side -- on the west side, we will not need to have curbing there so it will be -- you'll still have a six foot paved shoulder but there won't be any curbing at that point. And at this point in time, my understanding is that the town has requested a sidewalk on the east side of the road only. But there will be curbing wherever there is sidewalk.

MR. KITTREDGE: Somebody else. Yes.

AUDIENCE MEMBER: I was just wondering --

MR. KITTREDGE: Your name again, please?

AUDIENCE MEMBER: Susan Hopping. I was just wondering if the telephone poles are going to be on the inside of the sidewalks?

MR. CARRELL: Yes, I believe in most cases, the telephone poles will be on the back side of the sidewalk.

AUDIENCE MEMBER: Okay. Thank you.

MR. CARRELL: I guess I won't say with a hundred percent certainty but I believe that's

79

hour. Yes, sir.

AUDIENCE MEMBER: Two questions. Keep on saying that you're going to recommend. Is that the final what you're saying on the speed limit? Is your recommendation the final say or is there another -- are there other people that review or --

MR. KITTREDGE: Our recommendation comes from our traffic engineering group, our specific traffic engineers. They are licensed engineers, this is what they do. It would also ultimately receive the blessing if needed and discussion if needed from the chief engineer and that has already been broached with the chief engineer. We've already had this conversation. He would be the final say.

AUDIENCE MEMBER: Second question. On the west side of the road, is there going to be granite curbing? Or is it just going to be a shoulder?

MR. CARRELL: There will be curbing for most of the -- most of the project will have granite curbing. In the area where there's guardrail now, there's a couple of deep box culverts, we are exploring the idea of removing

78

the case off the top of my head without examining each and every one again, but --

MR. KITTREDGE: Somebody else. Yes, sir.

AUDIENCE MEMBER: Jim Golter. Owner of J. Golter's Plumbing and Heating, and we've recently purchased a piece of property next the Circle Plaza down towards the circle, and I guess this question might be directed to Randy Dunton. I called you about a retail establishment there and service area to take care of our clients. You're showing curbing right now across where we were proposing to put an entrance. We've been denied that entrance by the town at this point. If in the future we're allowed to permit into that access area, what's it going to take to get a curb cut?

MR. DUNTON: It would just follow the same standards. It would just be a break -- in that area if it's a smaller type development, the access is the responsibility of the municipality, so they grant whether or not you get an entrance. Obviously if they do eventually give you an entrance, we just break the curbing.

AUDIENCE MEMBER: Thank you.

80

1 MR. KITREDGE: Somebody else?

2 AUDIENCE MEMBER: I apologize if this was
3 already stated but the estimated time line of
4 this project?

5 MR. KITREDGE: When we walk out of here
6 tonight and we'll start moving into preliminary
7 design. We talked about it and we think that we
8 can come back here sometime in June or July with
9 a formal public plan. What that means is we'll
10 come back with an actual plan that shows here's
11 what it looks like, here's ninety percent of the
12 impacts, this is what it's going to look like
13 pretty much in front of your property. We're
14 committed to coming back and presenting that in
15 June or July. If we reach that milestone and we
16 get back, go back and finish the design, we've
17 committed to advertise in probably December of
18 '07 or January or February of '08. Construction
19 to follow that year, '08. Likely to be
20 completed if they start in May, April, May,
21 likely to be completed in one year.

22 AUDIENCE MEMBER: One year project?
23 Okay. I guess I -- in terms of the actual
24 construction, the construction of the road,
25 would that be in April to as long as you could

81

1 our attention or if there were, you know, if you
2 have -- I don't know, Kittery Festival or
3 something like that, we would put that
4 specification together saying thou shalt not
5 work in the road July 7th and 8 between the
6 hours of such and such, but we try to avoid that
7 because that does translate into costing more
8 money. But did that get it for you as far as
9 construction schedule?

10 AUDIENCE MEMBER: And that would be
11 April through October of '08.

12 MR. KITREDGE: Yeah, probably November
13 by the time we get done mulching, seeding, that
14 sort of thing. Yes, sir.

15 AUDIENCE MEMBER: Rick Possiter again.
16 Kittery Public Works. When this whole thing
17 started, construction was supposed to be just
18 about done now. Last I knew, the advertising
19 date in the contract was supposed to be in May
20 of 2007 and have it constructed in 2007, and the
21 road is deteriorating much too rapidly to go
22 another year, and I see no reason why you just
23 can't go forward with the design, get it done,
24 get it back to us in January, go out to
25 contractors and let's get the thing going and

83

1 go?

2 MR. KITREDGE: April until the paving
3 dates down here, I think you can pave a surface
4 until the second Saturday in -- second Saturday
5 in October or something. They have to have it
6 done so they can finish the pavement by October,
7 some date in October. Now, is that a pretty
8 aggressive schedule? Yeah, it is, but this is
9 not probably a project we want to allow to go on
10 for two seasons. So we will push it. Yes,
11 ma'am.

12 AUDIENCE MEMBER: When -- what side are
13 you going to start the project? Is it going to
14 be down near Gourmet Alley?

15 MR. KITREDGE: We don't generally --
16 when we put out construction projects, we don't
17 generally -- unless there are really compelling
18 reasons to direct a contractor to do things a
19 certain way, we don't do it because it's costing
20 us money. We'll start dictating that, you know,
21 do this first, go here. Those guys are really
22 good at planning and scheduling their work to
23 make the most of the project and we probably
24 wouldn't be dictating where they would have to
25 start. If there were some concerns brought to

82

1 done with. I mean I'm really disappointed with
2 what you're saying. I don't think there's any
3 justification for it or anything else.

4 MR. KITREDGE: Well, I appreciate that
5 viewpoint and that comment. I guess I would
6 just offer that projects like this are
7 challenged especially when you have substantial
8 public interest, public process. We did meet in
9 May and we came back and met in August and I'll
10 be the first one to take criticism that this
11 didn't move fast enough in the public process.
12 I will say, though, that I tried very hard to
13 move this thing along at the pace that I could
14 and through these meetings and conference calls
15 and the iterations that we've gone through.
16 But -- and I can't offer anything -- it's in the
17 past now. What's done is done. It's
18 unrealistic and unlikely that we'll be ready to
19 go this year.

20 AUDIENCE MEMBER: Why not?

21 MR. KITREDGE: We have to go through the
22 public process. We have to have designer staff
23 to design this process -- design the project
24 which is a mile roadway, urban full construction
25 which is not just straightforward. We don't

84

1 even have the utility picture. We don't know
2 what the right-of-way impacts are going to be.
3 We have a formal right-of-way and permitting
4 process that we have to go through. It's not --
5 it's not just go back and take this plan,
6 generate some cross sections and put it out to
7 advertise.

8 AUDIENCE MEMBER: One of the problems
9 with taking all this time is that we have
10 personnel changes at MDOT and every time the
11 personnel change, they have to learn the local
12 process of the project all over again and it
13 keeps getting delayed. This project has been in
14 the works for over eight years.

15 MR. KITTREDGE: This delay that we have
16 experienced from May until now is -- there was
17 some problem in that, you know, the designer --
18 there wasn't a lot of continuity there and there
19 was some lost time from a designer standpoint.
20 People move, people do change jobs, and I'm not
21 saying it's okay but that is a fact of life.

22 AUDIENCE MEMBER: But I haven't and I've
23 been putting up with this for this amount of
24 time and the complaints that I get from potholes
25 and all that sort of thing, we had a plan to go

85

1 to the commissioner about four years ago. I
2 asked the Commissioner if we could just put a
3 surface on it to get us by for a few years and
4 he denied that as our watching share, part of
5 our watching share.

6 MR. KITTREDGE: Let me offer you this.
7 This was probably -- this meeting here tonight
8 was probably the very large -- in fact I'd
9 almost say that this was much bigger than we're
10 going to experience in the formal public
11 meeting. If we can expedite the formal public
12 meeting, again we have some personnel issues at
13 the DOT with resource availability, if we could
14 expedite that public meeting with our permitter
15 design. Right now I can commit in all honesty
16 and security that we can make it in June or
17 July to be back with the formal public meeting.
18 Final design, right-of-way to continue after
19 that, we have to have that milestone before we
20 can move into the right-of-way process. There
21 are some milestones you've got to hit and that's
22 what we can offer you. That's what I can offer
23 you tonight.

24 AUDIENCE MEMBER: Can you offer him any
25 maintenance to that road in the next year and a

86

1 half?

2 MR. KITTREDGE: That would be a question
3 for the region engineer to answer. That would
4 be Dave Sherlock.

5 AUDIENCE MEMBER: Because I've taken more
6 pieces of pavement off that road. And I don't
7 know how they do it because it must be a daily
8 event, the phone calls they get in terms of
9 potholes and it is unbelievable. That's got to
10 be one of the worst main roads in the State of
11 Maine.

12 MR. KITTREDGE: You know what. I would
13 argue that point.

14 AUDIENCE MEMBER: Well, we've been living
15 on it for twenty years and boy it's not getting
16 any better.

17 MR. KITTREDGE: Come on out to where I
18 live and I'll show you some. All kidding aside,
19 I do -- I appreciate your frustration and I'm
20 not saying that it's been a perfect process.

21 AUDIENCE MEMBER: But --

22 MR. KITTREDGE: Some things in this
23 project in all honesty have not been really cut
24 and dry and we've had to do some iterations and
25 I would just offer that as a partial component

87

1 of the equation.

2 AUDIENCE MEMBER: Excuse me.

3 MR. KITTREDGE: I would offer those --
4 this public process as being a partial
5 contributor to us being late.

6 AUDIENCE MEMBER: But while we're doing
7 this all, I've got a road that's losing -- being
8 undermined from the previous sewer projects. As
9 you start going southerly towards Portsmouth,
10 you're going to notice that you -- in Kittery
11 it's not too bad because you've got all these
12 swells that you go over going down the hill by
13 the Lions Club and before you get to the Lions
14 Club from the circle to the Lions Club, it's --

15 MR. KITTREDGE: I would suggest if you
16 are serious about the action that you talk to
17 Dave Sherlock, and if you like --

18 MR. KITTREDGE: Do you know Dave?

19 AUDIENCE MEMBER: Yes.

20 MR. KITTREDGE: Well, he's the gentleman
21 you need to talk to.

22 AUDIENCE MEMBER: Well, just so the
23 people here know that we are not neglecting
24 Route 1, we did write the Commissioner back
25 about four years ago and offered to put on an

88

overlay and to hold us over for a few years, and it would have cost at that time just like I said, it was just a maintenance thing and the cost we wanted -- we have a certain share that goes into this project, over seventy-five hundred population, so we have to have matching share, and we wanted to take that out of that share, and the Commissioner wouldn't allow it, and so that's why nothing has been done.

MR. KITTREDGE: I'm walking out of here tonight -- we discussed this, this schedule, and tonight taking into account some of our uncertainties and what we could afford. Yes, sir.

AUDIENCE MEMBER: Stephen Kozac again. Has any consideration been given to the timeframe of this and whatever the timeframe is for the Memorial Bridge project?

MR. KITTREDGE: That's a great issue and I'm glad you brought that up. While we're talking about it, I'll talk about the bridge first. The bridge, the Memorial Bridge is not slated for funding until 2010 if that. It's not imminent. As far as wanting to be out there and digging, this project, another question and

89

pavement breakdown, aside from the traffic issues which we've lived with in the Golden Harvest area, the more pressing issue from my perspective and I think from, you know -- we are not going to get the crosswalks and we are not going to get any of that stuff until this project is done, but if the roadway, you know, is there any influence that you can have on the district commissioner or whatever the hierarchy is in the DOT to say, okay, you know, this roadway needs to be temporarily repaired and maybe some of the savings from combining, you know, this stretch along with the Walker Avenue/Route 1 intersection could be directed towards a temporary repair of the -- your resurfacing of the worst sections of Route 1 knowing full well that the underlayment I'm assuming is in substandard condition, but I don't know, to temporary up this section to do this and then do the Memorial Bridge, and then after that do this intersection at Walker Avenue and Route 1 is going to be -- for any of us who have been in downtown Exeter, is going to take decades -- Exeter, New Hampshire was never straightened out because they'd do one end and

91

issue needs to be addressed. I mean it's something that is food for thought. From tonight forward here -- and maybe John and Tom, you can get back to us -- but this intersection project is not funded, okay? It's not funded. We don't know if it will get funded in '08 or '09 program. We won't know if it's funded until next October. If it's funded, well view the money in October. So you've got to ask yourself, okay, well, I think what I'm hearing is absolutely wanting to go ahead and start digging. Would it make more sense to put both those projects out as one, might save some money, probably would. That means that if the money to construct is not available until late next year, that still would point to an '08 construction season, '08 advertised construction. So does that make sense to see if that intersection can get funded to do then both together? It's probably something we ought to think about, too.

AUDIENCE MEMBER: It seems to me that the biggest issue, I'm sure Rick has a better opinion on it, but from my experience cycling on that road, and everybody's experience of the

90

do the other end and then the middle. It was a mess.

MR. KITTREDGE: Again, if we can go back down the road ten miles and go back up this way five miles, do them all at once and have all the money in one day, it would be a great world. It just doesn't work. As far as, you know, who to ask, I guess that's something we can certainly ask that question. I would urge you, though, if you feel real strongly about that, to call Dave personally and tell him that. He would be the right guy to accommodate something like that.

AUDIENCE MEMBER: Is that individual going to respond only to inquiries from Rick or is that something that if Dave Sherlock gets enough phone calls from enough people whether they be elected representatives or citizens.

MR. KITTREDGE: I'd like to think if you were Dave or in Dave's shoes, wouldn't you rather have one person carry the message for a group of people? I'm not sure it will be productive for everybody to call him, but --

AUDIENCE MEMBER: Well, I run a business and my experience in business is the squeaky wheel gets oiled and if he blows off Rossiter,

92

1 then Rossiter has done his job and the road is
2 still the way it is.

3 MR. KITTREDGE: Then everybody in here
4 has a cell phone, I bet. Absolutely, you're
5 well within your rights, of course, to call
6 anybody and voice your opinion. You're a
7 taxpayer, I'm a taxpayer, we're trying to build
8 a road here, you know, if you have a way that
9 you can go out -- that's why we're having
10 meetings here tonight.

11 AUDIENCE MEMBER: I understand, or I
12 don't really I understand but I can accept this
13 funding deadlines and you know, the way the
14 State works, but if you're working on three
15 projects that are contingent to each other,
16 anybody who's done any building or anything,
17 that's all you people do, and I'm not
18 criticizing, I'm just saying, hey, wait a
19 minute, let's look at this. We've got three
20 projects that are all, you know, encroaching on
21 each other, we've got this budget, we can do
22 this all at once. And save time to leave more
23 money for other projects which the State is
24 always short of, it's not like we're doing
25 Route 1 here and then we're doing Route 1 up by

93

1 and he knows Dave.

2 MR. MARTIN: I'll give Dave a call,
3 myself, Rick, and I'll get back to you and talk
4 to you. Obviously you're looking for some type
5 of maintenance milch?

6 AUDIENCE MEMBER: Yeah, I'm also looking
7 to see this project accelerated.

8 MR. MARTIN: I just took that greased
9 pigskin from Joel, and it's my responsibility to
10 put this project forward and that's what I
11 intend to do. We're there. I've heard a lot of
12 good things tonight.

13 AUDIENCE MEMBER: How long are you going
14 to be there?

15 MR. MARTIN: I've seen a lot of good
16 things tonight, I've heard a lot of good things
17 tonight. Everybody here has done a super job
18 from my just sitting back and watching at this
19 point. It's not a very long road from here
20 forward. For us to get the project to final
21 public hearing in six months, it's a fast track.
22 That's really pushing it. I think it's
23 possible. Then the next step after that is
24 Luther and his folks have to talk to each
25 property owner that is affected by this project

95

1 the rest area.

2 MR. KITTREDGE: I guess all -- I'd like
3 to just say one thing and maybe we can walk away
4 and -- if there are any other questions, and I
5 don't have the answer for you. I don't. I'm
6 not trying to. I can tell you this as far as
7 Memorial Bridge, that is twenty million dollars
8 and -- for our share, and I think that is
9 definitely in question whether or not and when
10 that's going to happen.

11 AUDIENCE MEMBER: Thank you.

12 MR. KITTREDGE: Yes, Suzanne.

13 AUDIENCE MEMBER: Now, if we were going
14 to write somebody, would it be best to write our
15 town manager or Mr. Rossiter or --

16 AUDIENCE MEMBER: Don't write me.

17 AUDIENCE MEMBER: Or our senator, I mean,
18 who do we write?

19 MR. KITTREDGE: I guess not to pass the
20 buck, but Emie, I'm going to pass the buck. I
21 think Emie is your point of contact from this
22 night forward on this project. I would work
23 through Emie. Emie can talk to Dave. You
24 guys can write any letters or make any phone
25 calls, I'm just thinking Emie is your guy here

94

1 and they have to come to some agreement through
2 negotiations and there's a process timeframe
3 there that has to follow. So if everything goes
4 smooth, spring of '08 is pretty good.

5 MR. YUKE: Let me add that real quick,
6 if all property owners are working with us and
7 cooperating with us and responding to our
8 certified letter, we can move that process
9 ahead, but if they don't, that process becomes
10 very lengthy, very long, and that delays
11 projects. So cooperation of the property owners
12 along the project means a lot to the schedule as
13 we move forward.

14 MR. KITTREDGE: So what I've heard, Rick,
15 is that Emie is going to talk to Dave and work
16 directly with you. Good, bad or indifferent.
17 That's the point of contact. That's how --
18 we'll resolve it one way or the other. It will
19 be good news or not so good news. Somebody
20 else? Are there questions here, comments?

21 AUDIENCE MEMBER: Brandon Bedard. I've
22 got to ask again I don't know if you gave me an
23 answer but I asked about the U turns, trucks
24 doing U turns. Did you look at that at all
25 or --

96

1 MR. CARRELL: Well, we have to allow
2 access to that store, that business, that
3 furniture store.

4 AUDIENCE MEMBER: I understand that.

5 MR. CARRELL: So what we will -- we are
6 having an island separator in there to try to
7 channel access of it, but knowing that they have
8 large trucks, delivery trucks that come in
9 there, we have to give them a proper access.

10 AUDIENCE MEMBER: How about the trucks
11 that U turn? I mean they take down power lines,
12 they back into the store, they just swing around
13 it and drive up on my lawn. By the -- I call up
14 the companies and they said did you get the
15 number of the truck, and I say no, and they say,
16 oh, well, too bad.

17 MR. CARRELL: Well, I've talked to this
18 person about access to their property and short
19 of shutting off their property to keep trucks
20 out, I guess I don't know how I'm going to keep
21 trucks from turning around in that property.
22 But -- so I don't know if I have a good answer
23 for you or not tonight.

24 MR. KITTREDGE: So it's another one of
25 those things that we need to go back and look

97

1 CERTIFICATE

2 I, Ronald G. Veno, a Court Reporter and
3 Notary Public within and for the State of Maine, do
4 hereby certify that the foregoing is a true and
5 accurate transcript of the proceedings as taken by me
6 by means of stenograph,
7

8 and I have signed:
9

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11
12
13
14 Court Reporter/Notary Public

15 My Commission Expires: August 8, 2008.

16
17 DATED: NOVEMBER 22, 2006.
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1 at, and if the perception is you said it before,
2 you said it at the last meeting, we've done
3 nothing, not looked at it, share on us. When we
4 come back with the formal public meeting, I'm
5 going to put words in Bob's mouth, Bob is going
6 to say I looked at it and here's what we're
7 going to do, and he's going to say I looked at
8 it and I can't do anything about it but we will
9 have addressed that issue by the time we come
10 back here for the formal public meeting. Any
11 other issues, questions? Appreciate you guys
12 hanging in there. I'd like to thank you folks
13 for coming, thanks for your participation and
14 we're moving on and we'll see you folks late
15 spring, early summer.
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98